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HISTORY OF WELLFLEET

FROM EARLY DAYS
TO PRESENT TIME



VIEW OF WELLFLEET

Compiled by Everett I. Nye

1920

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ACKNOWLEDGMENT

While much of the material herein contained is the result of years of research and interest in the annals of Cape Cod and particularly of Wellfleet by the author, he wishes to acknowledge his indebtedness to the various authors of Cape Cod Histories from which many important dates and facts are taken. Namely: "Pratt's History of Eastham," "Freeman's History of Cape Cod," "Swift's Cape Cod," "Deyo's History of Barnstable County," "Rich's History of Truro," "Barber's Historical Collections," and to the residents of Wellfleet and vicinity for their kindness to which he is indebted for many facts obtained.

Credit is especially due to Miss Mary Otis Sparrow for appreciation, advice and assistance in arranging and preparing the subject matter for publication.

Thanks are also extended to Rev. N. Addison Baker, a native of Wellfleet, now pastor of a church in Bellingham, Wash., who, at the request of the author, delivered this address at the opening exercises of Old Home Week for which much of this material was prepared.

FOREWORD

These facts, collected through many years, but hastily compiled, make no pretense at literary merit, but are given with the hope that we may save from oblivion much of local history which posterity may enjoy.

“What is writ, is writ,—
Would it were worthier! but I am not now
That which I have been, and my visions flit
Less palpably before me,—and the glow
Which in my spirit dwelt, is fluttering, faint and low.”

EARLY HISTORY

Geologists tell us that in the remote past Cape Cod was buried under the great glacier or ice cap, the pressure of the western edge forcing up the range of hills that from Sandwich to Brewster runs parallel to the shore line from one to two miles from the present beach. As the ice melted, the increasing volume of water cut channels across the Cape from east to west, leaving what we call hollows. Good examples in Wellfleet are Pierce's Hollow and the Herring Brook Valley. The soil, washed from the hills, settled in the valleys and formed our salt meadows and swamps.

It is possible that the adventurous Northmen 1000 years ago discovered our shores, but of that there seems to be no certain evidence. The actual history of Cape Cod begins May 15, 1602, when having sighted land the day before, Gosnold found himself "Embayed within a mighty headland near this cape." He anchored in fifteen fathoms, where they caught so many codfish they were "pestered" with them and threw them overboard. From this circumstance he named the place Cape Cod.

Champlain in 1605 comes next. From his description he seems to have entered Wellfleet Bay.

John Smith in 1614 ranged the coast from Penobscot to Cape Cod and what had been previously known as West Virginia he named New England. He also named Cape Cod, Cape James, but Gosnold's designation prevails.

The people mentioned, and many preceding and following them, were traders and adventurers, or as Smith writes, "Our plot was to take whales and to make trials of a mine

of gold and copper. If these failed, fish and furs were then our refuge.”

The greatest event in the history of Cape Cod and our country comes in “The Landing of the Pilgrims.” While the *Mayflower* lay in Provincetown harbor, the people under the leadership of Miles Standish, made three cruises, one by land and two in the shallop. The third one interests us, as then they sailed along back of the islands, around Billingsgate Point, then across the Bay to the shore, landing near the old Camp Ground in what is now Eastham, where they made camp for the night. The next day, some by land and some in the shallop, cruised the neighboring country and bay returning to their camp before night. Towards morning they were attacked by the Indians with flights of arrows and plenty of noise. They returned musket balls for the arrows. The noise was soon cured by absent treatment and nobody hurt. They then proceeded on their way, finally landing in Plymouth. In all this there is no evidence that any of the Pilgrim party ever set foot on what is now Wellfleet, with the possible exception of the extreme southern end of the town.

In 1643 Gov. Bradford and others made a survey and purchased of the Indian Sachem the territory now included in the towns of Orleans, Eastham and part of Wellfleet.

The rights of the Indians in the shell fisheries and whales being recognized, the question was then asked of George, the sachem, “Who owns Billingsgate?” “Nobody,” he said. Then, they replied, “That land is ours also,” to which the Indian assented.

The land of Billingsgate was held for some time without consideration made to the natives. It was finally claimed by them and bought by the town from an Indian named Lt-Anthony, said tract extending from the northern limit of Nauset to a little brook called by the Indians Sapokonish, and by the English Bound Brook. (This purchase was understood to mean all the land within the bay north of that purchased of Sachem George.)

VIEWS OF WELLFLEET



DERIVATION OF NAMES

Billingsgate. *Billingsgate Market in London has been the chief fish depot since 1464. In 1699 it was by William III made a free port where fish might be sold any day except Sunday. The original name is said to have been Belinsgate or Gate of Belinus, King of Britain, who was fellow adventurer of Brennus, King of the Gauls, at the sacking of Rome 360 B. C. Whether the name was applied to this part of the town because of the abundance of fish, or by reason of the free use of language, other than classical, by the people, is submitted for your consideration.

Bound Brook Island derived the name by reason of being bounded by a brook or creek; Merricks or properly Myrick's Island, from Wm. Myrick its owner. Griffin's Island, or properly Griffith's, probably from some person of the name who owned it wholly or in part; a family name further up the Cape. There was an early attempt, but unsuccessful, to have this part of the town set off as a new town to be called Poole. Poole is a seaport on the English Channel in Dorset. When the town was finally divided Wellfleet was the name chosen. The termination floet or flete is Saxon and means a place where the tide comes in. There are several places on the east coast of England, Guulfleet, Purfleet, Northfleet, Saltfleet and others, all situated on tide water similar to Wellfleet. A map of Essex County,

*The first pier or wharf in London was built in the year 1000 at Billingsgate for the accommodation of the fishermen, a small fee being charged.

England, in 1750 shows in the margin a picture of a barrel of oysters marked **Wallfleet** Oysters and this statement: "On the north side of Blackwater Bay a wall was built to resist the encroachment of the sea. Near the wall the famous Wallfleet oysters are found." Is it not probable that some one from that locality, noting the similarity of natural conditions, selected the name? That also is submitted.

To show how names persist when they do not strictly apply:

When our town was first settled, Billingsgate was continuous land from Beach Hill to the extreme end of the Old Point. We still speak of "Billingsgate Point" and "going to the Point," when in fact it has probably been an island for more than a hundred years.

The early settlers established themselves on the islands. They found these islands ideal homes. Their objects in life were first shelter, second sustenance. The bays furnished fish and fowl to an extent beyond our conception. But all the conditions changed so radically that by reason of the favorable location the northern part of Eastham advanced so rapidly in population and influence, that in 1723 Billingsgate was set off as a separate precinct, and in 1763 after the usual opposition by the parent town was, by a petition of ten freeholders, set off as a township to be called Wellfleet.

EARLY SETTLEMENTS

The range of islands that separate Wellfleet and Barnstable bays were among the earliest settlements. The location was the best possible as everything needed for their subsistence was at their doors. The waters and flats which surrounded them teemed with fish, fowl and shellfish to an extent beyond our imagination. Levi Whitman, in his "Topographical Description of Wellfleet," says: "The method of killing gulls, in the gull house, is no doubt an Indian invention, and also that of killing birds and fowl upon the beach in dark nights. The gull house is built with crotches fixed in the ground on the beach and covered with poles, the sides being covered with flakes and seaweed, the poles on the top covered with lean whale. The man, being placed within, is not discovered by the fowls, and while they are contending for and eating the flesh, he draws them in one by one between the poles until he has collected forty or fifty. This number has often been taken in a morning. The method of killing small birds and fowl that perch on the beach is by making a light. The present mode is with hog's lard in a frying pan. We suppose the Indians used a pine torch. Birds in a dark night will flock to the light, and may be killed with a walking cane."

The first of the name of Rich came from Dover, N. H., and settled on the southeast corner of Great Beach Hill. Thos. Rich & Co. by deed of 1746 conveyed to Samuel Smith for £3 and 10s., parcels of land on Great Island which he had bought of sundry persons, the original deeds having dates of 1711, 1712 and 1715. Samuel Smith was an inn-

holder. His house was a little back from the road. Tradition says that at the road was the enticing sign:

“Samuel Smith, he keeps good flip,
Good toddy, if you please;
The way is near and very clear,
’Tis just beyond the trees.”

Great Island was depopulated before 1800, the last house, being in Smith Cove on the river side of the Island, was floated across the bay to Dogtown, a designation given to that part of the town between the village and South Wellfleet.

Griffith’s Island, the next in order, was a busy little neighborhood of twelve to fifteen families. Lying as it did between the Herring river on the east and Duck harbor, on the west, it offered every advantage possible for the prosecution of their business as sailors and fishermen.

Bound Brook Island, the last of the range completing the northwest corner of the town, was the last to succumb. It was a flourishing community of about twenty families, a store, and a schoolhouse with a sufficiency of scholars to fill it. The schoolhouse was sold about 1880. The belfry can now be seen as a well house at the David Baker homestead on the Island and the bell is now in a Wesleyan Chapel in Jamaica, W. I., being carried there by Capt. L. D. Baker, a native of Bound Brook Island. Six houses are now habitable, owned originally by Elisha Atwood, Thomas Atwood, E. L. Atwood, Henry Atwood, David Baker and *Samuel Rich, later the Bryne place. They are now all vacant, the gradual shoaling and final closing of Duck Harbor and the increasing size of the vessels compelling the abandoning of the islands.

The last house on Griffith’s Island was burned in 1890.

*There is good authority for the statement that the vessel that brought lumber for the Samuel Rich house came up the beach and discharged her cargo almost on the spot where the building stands. Also for the statement that on a Sunday morning thirteen chaises left the Island to attend church in the village.

Bound Brook Island was depopulated at about the beginning of the present century.

During the war of 1812 the fine English ship of war, Newcastle, from Boston to Provincetown ran ashore on the shoal ground abreast South Truro. Help was at once sent from Provincetown. Guns and other ordnance were thrown overboard. A shot of cable with sheet anchor was slipped, when she was gotten off; the cable had been buoyed to await a convenient time for the recovery of that and the other property. As soon as the ship was gone, the people who had been watching from the shore manned their five-handed whale boats and hastened to the scene. As the big hemp cable was too heavy to handle entire, it was underrun and cut into lengths convenient to handle, and was carefully unlayed and layed up again into boat rodes, and other small rigging, the superior quality and extreme scarcity of that material at that time making it a valuable find. The foregoing is on the authority of the late Capt. Naphtali Rich, who was present and helped, and being a boy, had a half share.

The hill to the northwest of the Elisha Atwood place was a famous lookout for whales.

CHURCHES

In 1723 Billingsgate having been set off as a separate parish, a meeting was held to request Rev. Josiah Oakes to continue in the work of the ministry with them, offering to pay £80 a year, which he accepted. The new society seems to have gotten a bad start. Trouble commenced at once and continued until Mr. Oakes left the town in 1727. He was buried, however, in the old cemetery at Chequeset Neck.

He was followed by Rev. Ezra Whitmarsh until in 1736 Rev. Isaiah Lewis was hired at a salary of £110 in good and passable money, and what strangers and persons from neighboring towns, being providentially here, should add; also £200 settlement in good money.

They soon built a small meeting house in Chequeset Neck, 20 feet square, sufficiently large for the people. In 1734 it was voted to build a new meeting house to the southward of the head of Duck Creek, Elisha Holbrook giving the land.

The uncertain value of the circulating medium seems to have required frequent readjustment of salary to meet the depreciation in the current money, as both parties seemed disposed to do what was right and proper under all circumstances. The Reverend brother was honored and much respected, dying in 1786 in the 55th year of his ministry. Following Mr. Lewis, Rev. Levi Whitman was ordained April 3, 1785. In 1765 the meeting house was enlarged by an addition of 18 feet, and a porch added with a steeple and vane.

In 1808 after 23 years' service the church offered Rev. Mr. Whitman \$500 to ask for his dismissal to which he agreed, stipulating, however, that he should get the money first.

He was succeeded by Mr. Timothy Davis, who was succeeded by Rev. Stephen Bailey for eight years; then a succession of pastors followed, mostly for short terms, to the present time.

The meeting house was enlarged in 1806. In 1829 a larger and better house was built with the addition of a tower and bell. In 1850 the present house in the village was built which in 1873 was remodeled and repaired at an expense of \$10,000. In December, 1879, the steeple and town clock were blown down, and replaced in a substantial manner. The foregoing is a brief sketch of the Old First Congregational church for 200 years.

The Second Congregational church was organized December 4, 1833, in South Wellfleet, 42 members withdrawing from the First Church for that purpose. The church flourished and in 1861 a new pulpit and internal improvements were added.

A more central location being desired the old church was abandoned and the Pond Hill schoolhouse was fitted up as a chapel where services were held, the Wellfleet pastor officiating. The old church was removed to Wellfleet in 1919 to a fine location in the village opposite the Post Office, where it now stands awaiting completion.

THE METHODIST EPISCOPAL CHURCH

As early as 1797 Rev. Robert Yallyarly of Provincetown had visited the town and preached.

In 1807 Wellfleet was part of the Harwich circuit, Rev. Joel Steele, preacher. In 1811 it was in a circuit with Truro, and in 1827 a station by itself.

The first class meeting was organized in 1802 with three members, Abigail Gross, Thankful Rich, and Lurana Higgins. Ephraim Higgins was the first class leader. In 1816 a church was built on the hill north of the village, the first of that denomination in town. When the growth of the society made a larger building necessary, the house was enlarged and galleries added. In 1842-3 great revivals occurred and all churches added largely to their membership.

A new building was erected in the village which was at that time the most elaborate church edifice on the Cape. This church was struck by lightning and burned in 1891, and the next year the present building was erected.

The Methodist church at South Wellfleet was built in 1835 standing on the west side of the road, a little to the south of the old Congregational church. In 1838 Rev. Anthony Palmer was the pastor who reported "My salary was \$100 clear cash, my board cost me nothing as I boarded round." Sometime in the fifties the church seems to have died of inanition and was later in 1869 removed to the village and converted into a dwelling house by Dr. Geo. T. Wyer.



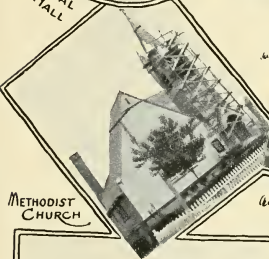
MEMORIAL HALL



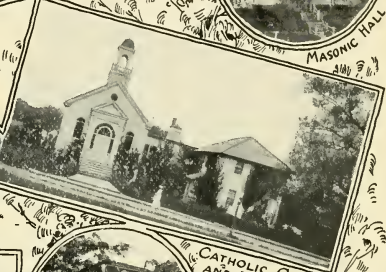
WELLFLEET HOTEL



MASONIC HALL



METHODIST CHURCH



CATHOLIC CHURCH AND RECTORY



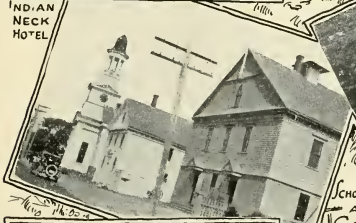
INDIAN NECK HOTEL



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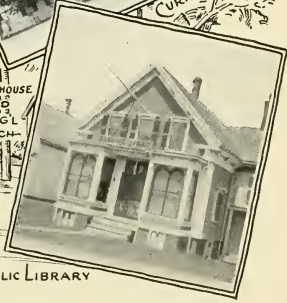
CURRAN HOTEL



SCHOOLHOUSE AND CONGL CHURCH



POST OFFICE



PUBLIC LIBRARY

In 1819 a Methodist camp meeting was held in South Wellfleet near where now stands the house of J. K. Lewis. A fine spreading oak tree stands behind that house, perhaps a remnant of the original forest. From 1823 to 1825 the camp meeting was held on Bound Brook Island.

The First Universalist society was organized in 1840; subsequent meetings were held in Lyceum Hall. In 1844 the old Masonic Hall was remodeled into a suitable place for worship. The Union Hall was purchased in 1868, where regular services were held until 1889, and where services are now held during the summer season.

There was a small Advent Society organized in 1866. A chapel was fitted up over the store of Mr. Payne W. Higgins where is now the Public Library. Services were conducted by itinerant preachers for several years.

Previous to 1900, considerable population having come to this place from the Azores, and from Nova Scotia, being Roman Catholics, and having no place of worship, priests from neighboring parishes made occasional visits and held meetings in some private house. By a vote of the town on October 19th of that year the town sold to Henry Delory for \$59 the schoolhouse opposite the old cemetery. With that as a meeting place and with some assistance from interested citizens a neat chapel was made, which was continued until 1912 when a lot was bought in the village, and a complete church and rectory was commenced, which by the skill and unremitting industry of those in charge of the work, particularly that of Rev. Joseph Eikerling, has been made a beautiful and attractive place much admired by natives and strangers.

An Advent church was built in South Truro, but by reason of some human mistake in calculating the date of the Divine appearing, or for some other reason, the church building was removed to Wellfleet where as a store and later as a skating rink and tenement house it has served a useful purpose.

SCHOOLS

The founding of the public school system of Massachusetts, and of Cape Cod as well, may rightly date back to Gov. Prince, the fourth governor of Plymouth Colony. He had a deep respect for learning and learned men, and established a school at Plymouth which was supported by the profits of the fisheries of Cape Cod. This was fraught with such incalculable benefit that afterwards schools were sustained at public expense.

Wellfleet from the time of its incorporation as a town has always been liberal in the support of the schools. At the first meeting it was voted to raise more money than heretofore for the education of their children, agreeing to pay the schoolmaster £26, 13s., 8d., with board, for his services and to choose a committee to regulate the schools.

Of the earlier schools we quote from *Eben Freeman,

*Further quotation from manuscript of Eben Freeman, Esquire:
"Summer schools were kept by female teachers. I was five years old when I first entered a schoolroom, if it may be called a schoolroom. It was on the hearth of an old-fashioned fireplace. About ten scholars with seats all on the hearth of the fireplace. Not allowed to go on the floor of the east room for that was sanded in lumps as was then the fashion. In those days the said east room resembled our salt marsh in the months of August and September, when the hay is all cocked up for many acres. The sand was dug out of the land, washed, and put in a kettle and heated to make it stick together, then taken in thimblefuls and placed neatly in patterns on the floor.

"I learned the A B C's and &c but the letter Z was then called **izzard**; and &c, I had to call **ampersand**.

"The winter school the third year was kept by Thomas Atkins from the country. He brought one dozen spelling books. He sold them for twenty cents apiece. Some of the old women, and some

Esquire, manuscript written at the age of 75. He was born in 1790. "In those days there was always some one who went to sea in summer and stayed at home in winter. The neighbors would select some such one to teach their boys, hire some kitchen in an old house, fit it up with rough seats and tables. 'School begins next Monday,' would be announced. They come. The master calls the names to see if all who applied are there. All in, he directs them to their seats. Those with slates and writing books sit at the tables or benches, and readers only sit on low benches. School begins. This is a private school.

"The schoolmaster brings Pike's Arithmetic, the Bible, and Westminster Catechisms. The scholars bring the same if they have them. Some bring a book called the Psalter. In some schools there was no arithmetic but the master's. The custom then was for the master to write his sums down on each scholar's manuscript so called. The scholar went to his seat and puzzled it out to prove it by reading the rule. A scholar who could read a chapter in St. John's gospel without spelling the words was thought a good reader; and if he could cipher as far as the rule of three he was then considered finished, left school and went to sea for a living. That was the case of the writer."

About the year 1798 a number of men in the north part of the town built a schoolhouse in 32 shares. It was located on the King's Highway north of the Herring Brook about fifteen rods south of Truro town line. It was the first* schoolhouse built in Wellfleet and maintained as a private school with seats for 32 scholars. They came from Truro and the Island over meadows and bogs, no bridges. Some of the scholars were more than 21 years old and some 10 or

others said it would undo the country. They never read in anything but the New Testament and Psalter.

"When I was a boy of ten summers, being the fifth in a family of eight sons, four older than myself, I was reserved to make up lost time, perhaps one day in a week, when the others were absent, so I lost my winter school in the new schoolhouse."

* A tablet has been erected by Dr. Wm. Rollins of Boston to mark the spot where this first schoolhouse was located.

12. The first masters in the new house were brothers, James and Thomas Hatch.

We quote from "History of Barnstable County:" "At the division from its parent town, Wellfleet at once assumed the prerogative of placing the schools upon a better basis. The share of the public money in the hands of the old town that belonged to this was at once handed over to the treasurer of Wellfleet and the best master they could hire was placed over the schools, he to 'board round' and teach in divisions. At this early day no schoolhouses adorned the landscape and the schools were kept at private houses."

In 1763 it was agreed that terms of five week each be kept at James Atwood's, Joseph Atkins', Joseph Pierce's and Zoeth Smith's and the remainder of the six months at Widow Doane's.

*In 1768 John Greenough was employed to teach a Grammar school one year, the school "to be attended by such only as learn Greek and Latin." The school for teaching "reading, writing and cyphering" was located in four different parts of the town, between 193 families—in the south part were 48 families, in the middle division 48, on Holbrook Neck, the islands and Pamet Point 49, and in the northeast part 48 families. The sum appropriated was £40. This gentleman, Greenough, fell into disfavor politically, and in 1774 another teacher for the Grammar school was secured. In this year the town was divided into eight districts.

In 1807 the districts were reduced to five each with a teacher, besides a central Grammar school.

In 1844 the town supported ten schools.

In 1859 the town raised \$2800. There were 12 schools with 600 pupils.

In 1861 a committee was chosen for each district to furnish a proper teacher and to supervise the school.

*This Greek and Latin school was kept in the old Ryder homestead where now is a vacant lot opposite homestead of the late Jerry Ryder.

In 1866 the district system was abolished, a committee appointed to build new houses and \$10,000 appropriated for that purpose.

The same year, 1866, for the first time, a High school building was erected on the hill back of the residence now occupied by David C. Lombard. This location at that time accommodated pupils from the outlying districts of the town. Later centralization of town residences required its removal to the village in 1889 to the place between Union Hall and the residence of the late Dr. T. N. Stone, where it now stands. Changes in school systems led to a better grading and arrangement of schools, two buildings now accommodating all the pupils, distant pupils being transported to these points.

INDUSTRIES

Billingsgate and Wellfleet—the names suggest fish and fishing—as was probably intended by our earliest settlers. It is safe to say that nowhere on this coast were fish and shellfish so plentiful and so easily caught as in Wellfleet bay and Provincetown harbor. Gosnold speaks of the advantage of catching codfish near the shore in six or seven fathoms of water at Cape Cod, rather than far off in fifty or sixty fathoms in Newfoundland.

Another inducement was the whaling business. Whales seem to have been plentiful in the bay and the disposition and ownership of those east ashore was a matter of contention and controversy, but it was finally decided that for each whale so found the finder should send one hogshead of oil to Boston for the government. Soon, however, the new comers, unwilling to wait for death from natural causes, kept careful watch from the hills or from watch towers and gave the alarm when whales were sighted, and the boats were manned by willing hands and with harpoons and lances the whales were killed and towed ashore to the nearest try yard where the blubber was stripped and tried out. There were try yards on Griffith's Island, Physic Point* and at South Wellfleet below the Townsend place. There was a lookout on Bound Brook Island. The native Indians in the earlier days under the leadership of the white men were said to have been expert whale men. Capt.

*Physic Point was so called because it was for a long time the residence of Dr. Warren Anson Kenrick, a noted physician.

Jesse Holbrook of Wellfleet about the time of the Revolution on one voyage killed 52 whales. He was employed by a London company for 12 years to teach their employees the art of catching whales.

Whaling was an established business before the Revolution. In 1771 Wellfleet is credited with having 30 whalers of 75 tons, each employing 15 men. It appears that they started out early in the spring, went to the Gulf of Guinea, west coast of Africa, returning in the fall, hauling up for the winter in the creeks and coves, on their return voyage often calling at St. Thomas to re-victual the ship.

With the abundance of natural products of the sea, a living was easily obtained. There was not much to sell for cash excepting oil. That always had a ready sale in the London market, the profits from the business being the foundation on which the fortunes of some families were built, notably that of Capt. Elisha Doane, who at the time of his death in Boston had accumulated a fortune of £120,000, and was the richest man in Massachusetts. Hezekiah Doane of the same family was largely concerned in the whaling industry before the Revolution, owning 16 whalers. The war ruined the town, the inhabitants being diminished by deaths in prison ships and removals to Penobscot and other places, and the whaling business was never re-established to any great extent.

Later, the cod and mackerel fisheries were the principal industries. In 1837 Wellfleet had 39 vessels in the business, 3100 quintals of cod and 17,500 barrels of mackerel being taken and 496 hands employed.

In 1851 there were seventy-nine vessels employing 852 men. The business increased and was at its best between 1860 and 1870, when about 100 vessels were employed. After that date it declined, till in 1884 there were 30 vessels employing about 500 men that landed 36,784 barrels. In 1886 twenty-nine vessels landed only 3565 barrels which illustrates the uncertainties of the business soon reducing it to the vanishing point.

For the accommodation of the fleet, wharves and packing establishments were built. The first wharf appears to have been built by Capt. Reuben Rich on Griffith's Island opposite White Hill, where the Herring River could be forded at low water, there being no bridge. The vessels from the West Indies with sugar, molasses and other staple commodities, discharged their cargoes into ox carts to be conveyed to the owners in this and adjoining towns.

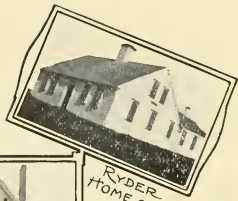
In 1720 the King's Road, so called, was laid out. About that date a road was projected from the King's Road following the line of the present road through the village turning to the north over the hill near the old Bell Schoolhouse, to the next hollow, then passing the house of Lemuel Newcomb and around the meadow to White Hill, where the river could be forded, making a connection between this wharf and the King's Road.

The second wharf was built by Thomas Holbrook in 1788 on Duck Creek below the residence of the late Charles Marsh. When whales were caught in the bay they were secured at this wharf and tried out on Physic Point.

About 1830 the depopulation of the islands and the vicinities near the back shore caused the centralization of the town around Duck Creek. John Harding built a wharf in Duck Creek about this time. The remains of a wharf probably built by Amaziah Atwood near Uncle Tim's bridge can now be seen. Samuel Higgins had a wharf near where the railroad crosses the creek. Enterprise wharf on the other side of the creek was built prior to 1837. It was abandoned in 1862. Commercial wharf, the oldest on the beach, was built in 1835 by Payne G. Atwood and Elisha G. Perry. Central wharf was built in 1863, the Mercantile wharf in 1870. These three wharves during the thriving years of the mackerel industry did a flourishing and profitable business. Commercial wharf after a number of changes in ownership is now used as an extensive and valuable plant by firms engaged in the oyster business. Central wharf was bought by the town for a town landing and is now used as



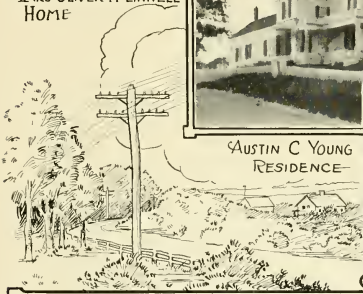
MRS OLIVER H LINNELL
HOME



RYDER
HOMESTEAD



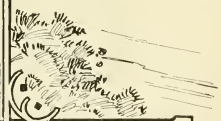
AUSTIN C YOUNG
RESIDENCE



MRS WM H TUBMAN
RESIDENCE



CAPT ANTHONY FREEMAN
COUNTRY HOME



MARSHALL I. HIGGINS, RESIDENCE



WM H. SMITH
RESIDENCE



MRS. WALTER LIBBY, HOME

such. Mercantile wharf was bought by Capt. L. D. Baker and the buildings remodeled forming the now popular, commodious, and attractive Chequesset Inn.

Two wharves have not yet been mentioned: the River Wharf which was built on the mainland opposite Great Island built in 1840 as a fishing and packing establishment, and one at South Wellfleet built by Boston men on the south side of Blackfish Creek. These, like the earlier wharves, have since fallen into decay.

Salt Making. The discovery that salt could be obtained from sea water by solar evaporation was made in 1799, and the need of that commodity for curing all kinds of fish stimulated that business to such an extent that in 1837 there were 39 establishments in Wellfleet for the manufacture, and 10,000 bushels were made. The withdrawing of the state bounty, and the duty being removed, together with the development of the salt springs in New York, made the business less important and profitable, no new works being erected after 1860, and by 1880 the business was practically abandoned in Wellfleet. The shore from Milton Hill to the Barzillai Kemp place was covered with vats, and the windmills for pumping the water. There were works in the cove, on Griffith and Bound Brook Islands and in South Wellfleet.

Oyster Industry. Oysters and other shellfish were found in the bay in great abundance at the first settlement, which not only afforded a supply for the inhabitants, but in time were taken to Boston and other places for sale. This business was carried on extensively and profitably to those engaged in it. Shops and stands were opened in Boston, Salem, Portland and other places, where the oysters were sold in quantities to suit the purchasers.

In 1770 all the oysters in the bay died. What caused the destruction is not certainly known, but it is supposed that, as at this time a large number of blackfish died and came on shore where their carcasses remained, producing a very filthy condition of the water, it caused this mortality.

Another surmise, possibly more credible, is that oyster seed, or spat, as it is called, is deposited on shells or stones. At the date mentioned, the accumulation of shells, or oyster rock, that caught the spat, was broken up and used to make lime for building purposes. As a consequence, there were no seed oysters in Wellfleet bay until about 1900, when the experiment of bringing shells from Wareham and other places was commenced, and pursued with varying success.*

The inhabitants of the town tried the experiment of bringing oysters from the South in the spring and laying them down on the flats, which succeeded well. By the fall of the year they had increased in size and their quality was much improved.

This soon became a large business and a number of vessels were employed in the spring of every year in bringing them here, the number of bushels in some years amounting to about 150,000. Nearly all the oyster shops and stands in Boston and in other towns and cities in this state were supplied from this place and were kept by persons belonging to this town. This business afforded a living for many families.

About 1890 the business of buying seed oysters in Long Island Sound and planting them in Wellfleet bay, to be taken up on their maturity and prepared for market, was started. Buildings were erected for handling the product, which in 1903 had reached the amount of 200,000 bushels. Since that date there has not been a set of oysters in the Sound, but the quantity of seed in Wellfleet bay has increased to a considerable extent, the quantity of oysters on the bed at this time being about 100,000 bushels.† Qauhaugs and clams

*The desirability of re-establishing the industry is shown by the action of Eastham in 1774 when that town chose a committee to "join with one from Wellfleet to propagate the growth of oysters in that Bay." What action, if any, was taken does not appear.

†A good set of oysters occurs only about once in three years, when the shells are taken up and planted in deep water to grow. In the off years, however, the shells are scattered by the ice, and the seed are abundant and make an easily caught and readily sold product.

have always been plentiful, some years as many as 150 permits having been granted to citizens and which to them has been an important industry.

Ship Building. The first vessel built in Wellfleet of which we have any record was the schooner *Freemason*, built under the hill below the Thomas Atwood place on Bound Brook Island about 1800. This craft was of 100 tons burden, Capt. Reuben Rich, owner.

A shipyard was established on land owned by Samuel Higgins in Duck Creek by Henry Rogers and sons James, Edward, Charles and Sydney. From 1848 to 1853 eight schooners were built, named Simeon Baker, J. Y. Baker, J. S. Higgins, Benjamin Baker, R. R. Freeman, I. H. Horton, George Shattuek and Varnum H. Hill. In 1863 the schooner *St. Cloud* was beached on Great Island. This schooner was rebuilt by Giles Hopkins and named the *Louie A. Swett*. Later the *Clara D. Swett* was built by Theodore Brown near the old Town Landing. Later two sloops were built by Nathaniel Snow for Capt. L. D. Baker for use in coast-wise banana trade in Jamaica, W. I. This was the beginning of the now prominent United Fruit Company business. Smaller craft and scows for the fish weir business were built by Nathaniel Snow and Theodore Brown.

A careful investigation by inquiry from the most reliable sources shows the number of schooners hailing from Wellfleet since 1820 to be 357 of which 46 sailed from South Wellfleet.

Windmills. Early maps of Wellfleet show a windmill on Bound Brook Island, between David Baker's house and the beach, and owned by David Baker. There was also one at Pamet Point, the last miller of which was Thomas Higgins. There was one to the north of Perch Pond called Freeman's mill, the mill stone of which last served as a doorstep to Elisha Freeman's tannery. The Samuel Ryder mill, so called from its original owner, was built in 1765 on the hill north of Squire's pond which is still known as Mill Hill. The original mill was torn down in 1838 to make room

for a better one and the latter prior to 1870, having been damaged by lightning, was moved and by additions converted into the summer residence now known as the Morning Glory. Samuel Chipman's mill stood east of the present village near the King's highway. About 1839 its timbers were perverted to other uses. The mill stones were later used as doorsteps at the Morning Glory cottage.

In the absence of water power these grist mills were important in grinding the local supply of grain.

There was however, a mill located in the creek below the Hamblen place, deriving its power from the ebb and flow of the tides. The mill was built by Thomas Holbrook whose daughter Luey married Lemuel Newcomb, whose house was to the north of the old Hamblen estate, and on the line of the old road. One of the mill stones is now in front of the residence of Arthur H. Rogers, whose wife was the great granddaughter of Lemuel Newcomb.

WRECKS

Unless we accept the evidence presented by the Provincetown historian, of the visit of the Northmen to that locality in 1004, (Hist. of Provincetown 1890), the Sparrowhawk from London to Plymouth, which was cast ashore at Potanamaquot Harbor in what is now Orleans, in 1626, and exposed by the washing away of the beach in 1863, (the rudder and some other remains being now in Pilgrim Hall, Plymouth), is the first wreck to be recorded in this vicinity.

In the month of April 1717, a pirate ship Whidah of 23 guns and 130 men, Samuel Bellamy, commander, ventured upon the New England coast near Cape Cod, and after having taken seven vessels, several of the piratical crew were transferred to one of the prize ships. The men soon became drunken and slept. The master of the vessel ran her ashore, and the pirates were secured. Six of them were taken to Boston and executed. April 26 the pirate ship itself was wrecked at South Wellfleet; the whole crew, except one Englishman, and an Indian were drowned. Capt. Cyprian Southack, sent by the government to the scene of the disaster, found and buried 102 bodies. As late as 1863 portions of the wreck were disclosed at times. To this day Spanish coins are sometimes found in this vicinity.

The following extract from Justin Winsor's "Memorial History of Boston" may be of interest in this connection: "Concerning the pirate Bellamy's ship Whidah or Whido, wrecked at South Wellfleet April 26, 1717: In August 1698, leaving his ship Queedah Merchant in Hispaniola, Kidd came to America and was put in jail. He proposed to Gov. Bella-

mont that he should be taken as a prisoner to bring back the Queedah Merchant. He stated the value of the treasure in the ship to be £50,000 or £60,000, which would not otherwise be recovered. This request was refused. Twenty years later the ship Whidah was wrecked on Cape Cod. It is not a violent supposition that when Kidd's men found their captain gone they took the Queedah Merchant for themselves. Twenty years is not a long life for a vessel built in the East Indies. It may be that Kidd's lost treasure ship is the same vessel under another name that was wrecked on Cape Cod twenty years later." Around this tragic occurrence there have grown local traditions more interesting than authentic.

Probably the worst storm of which there is any record, as measured by the loss of life and property, occurred during the gales of December fifteen, seventeen and twenty-one, 1839. It seems to have expended its force on Cape Cod, Boston, and the north shore as far as Newburyport. In the account published in 1840, the recapitulation gives the damage as one barque, 17 brigs, 68 schooners and one sloop lost. The loss of life was estimated as 150 to 200: fifty lost at Gloucester alone in the first storm. Besides this 23 ships and barques, 22 brigs, 168 schooners and five sloops were dismantled, driven ashore or greatly injured. The destruction of property must have been nearly \$1,000,000. This does not include those foundered at sea, nor some that went to pieces so that no intelligible record of their loss is left behind. During the first gale 21 vessels went ashore from Provincetown to Eastham. While wrecks were numerous in the bay and on the back shore there is no record of any vessel being lost from Wellfleet.

In 1779 the ship *America* of Wellfleet, Capt. Wm Doane, was lost with all on board consisting of twenty-three men.

The barque *Cactus* from Boston to Ireland in 1847, with a cargo of grain for that famine stricken country, was wrecked at South Wellfleet and all hands lost.

In 1849 the ship Franklin from London to Boston with a valuable assorted cargo was wrecked at Newcomb's Hollow. Of the passengers many were drowned as was also the captain and some of the crew. It appeared from the Captain's private papers picked up by Capt. Isaiah Hatch that the ship was purposely wrecked.

*The same year the English mail steamer Cambria, bound to Boston, ran ashore at about the same place. After a few days she was pulled off and proceeded on her voyage. While getting out an anchor one of the crew, †John Anson, had his leg broken and was left behind and remained here during his life.

The ship White Squall from Singapore to Boston with a valuable cargo of coffee, tin and other East Indian products, was wrecked at Cahoon's Hollow in 1868.

Since then there have been various wrecks, notably that of the Italian barque Castagna, but since the establishment of the Life Saving Service the loss of life and property has been greatly diminished.

Vessels belonging to Wellfleet lost with all on board of which record has been kept:

Schr. F. M. Dyer, Samuel Roberts, master, coming from Virginia.

Schr. Moselle, Joseph S. Rich, master, wrecked on Brenton's Reef, Newport, R. I.

Schr. Lucy J. Keeler, John Eaton, master, coming from Virginia to Boston, never arrived.

Schr. H. & R. Atwood, John Barnard, master, on a voyage from Cape Breton.

Schr. Ellery C. Anthony, Wm. Higgins, lost on passage to Virginia.

Schr. R. R. Freeman, Henry Smith, master, iced up and sunk in Vineyard Sound February 7, 1861.

*The mail from the Cambria was relayed to Boston by land, being brought to the village in uncle Jack Newcomb's ox cart, thence conveyed to Yarmouth by Thomas Holbrook.

†John Anson may be remembered by Wellfleet people as employed in the family of Jesse Y. Baker for many years.

Schr. Empire State, Payne Jenkins, master, lost on first trip to Virginia, March 1853.

Schr. Wm. H. Atwood, Hawes Gross, master, from Virginia to Boston, wrecked on Wood End, Provincetown.

Schr. Majestic, David Cole, master, March 1841.

Schr. Spartel, Jesse Freeman, master, in 1846 bound south with a partial cargo of mackerel; probably shifted cargo, and was lost with all hands.

Schr. Flying Dragon, John Daniels, master, on passage to Philadelphia.

Schr. Amos Fielding, Amos Fielding, master, coming home new from Cape Ann was wrecked and all hands lost. Vessel probably capsized.

Schr. Emerald was sunk off Chatham and one man saved.

When the number of vessels owned in Wellfleet is considered, the proportion of those lost is small, and these losses confined mostly to those engaged in the oyster business, which from its nature was hazardous.

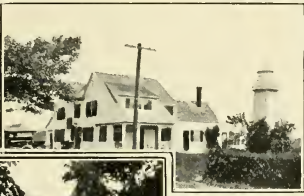
By reason of the fact that it was a winter business, and that the perishable nature of the cargo made it necessary to reach the market as soon as possible, every advantage of wind and weather must be taken. The relatively small loss of life and property shows Wellfleet men to have been skillful navigators and hardy sailors.



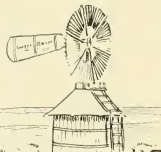
E. J. OLIVER
RESIDENCE



MRS. ISAIAH YOUNG
HOME



SIMEON ATWOOD
RESIDENCE



MRS. SARAH COLLINS
RESIDENCE



"BELVERNON" MISS. M. ALBERTA BAKER



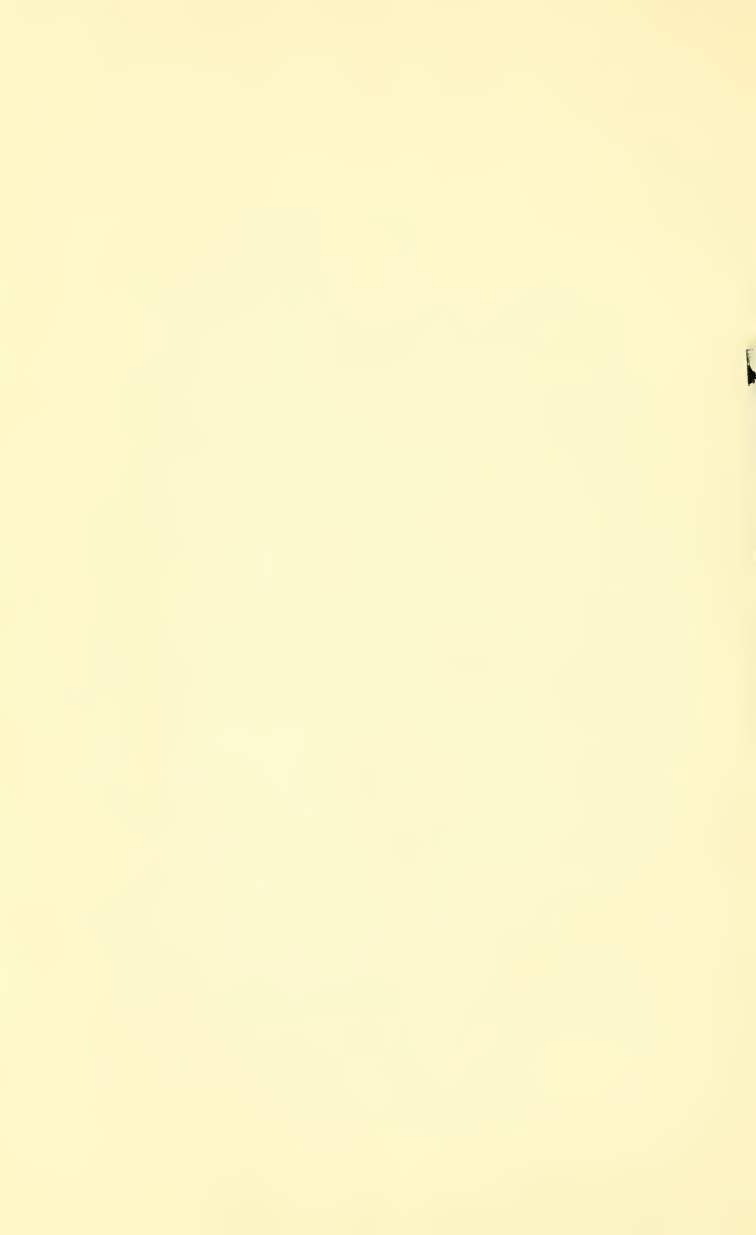
L. D. BAKER
RESIDENCE



MISS. BETSY FREEMAN
HOME



MRS. FREEMAN SNOW & SAMUEL PORCH
COUNTRY HOMES



LIFE SAVING STATIONS

The first effort to preserve the lives and relieve the sufferings of shipwrecked mariners on Cape Cod was made by the Massachusetts Humane Society in 1802, when on the report of Rev. James Freeman, D.D., huts were built on the back shore of Cape Cod where seamen cast ashore might find shelter. These huts were small wooden buildings with fireplaces and other conveniences. Those in Wellfleet were located at Newcomb's Hollow, Pearce's, Cahoon's, Snow's, and Fresh Brook, also one on Great Island, some persons living in the vicinity by occasional visits keeping the huts in proper condition.

After the wreck of the ship Franklin, better and more effective apparatus was added. This was brought about by the realization that in spite of the heroic efforts of our citizens the great loss of life was due to lack of suitable gear.

The present Life Saving Service was established in 1872, when a station was built at Cahoon's Hollow, with all modern life saving apparatus, a keeper and crew and beach patrol.

These stations are manned by a brave and experienced captain and crew and are of inestimable value in saving of life and property.

MARINE BENEVOLENT SOCIETY

Previous to this, in 1836, a Marine Benevolent Society had been organized, and incorporated in 1840, having for its purpose the relief of shipwrecked seamen and their widows and orphans. This society was supported by the yearly dues paid by its members. At the time of its organization many shipwrecked sailors needed temporary assistance, not otherwise provided, and to them and their families in many instances valuable help was given. Later, assistance was extended to others not of that class who were in need.

After the establishment of the Life Saving Service all shipwrecked mariners were cared for at the expense of the government. Then the funds of this society were gradually expended in local charity until in 1904 the corporation was legally dissolved.

During the 68 years of its existence it distributed in a quiet and unostentatious manner nearly \$13,000.

LIGHTHOUSES

By the energy and influence of Capt. Michael Collins of Eastham, a lighthouse was built on Billingsgate Island (The Old Point) in 1822. By reason of the washing away of that part of the Island it was removed to the northward on to higher land in 1858. Within quite recent years this was changed to an automatic light.

The sea having encroached to the extent of undermining the tower and house a new skeleton tower was built in 1915 to the eastward of the old one. Two days later, December 26, during a high tide and heavy gale the old tower tumbled into the sea.

About 1839 a lighthouse was erected on Mayo's Beach at the head of Wellfleet bay. About 1875, a new tower and house were erected further away from the encroachment of the sea. Recently this also has been changed to an automatic light.

TRANSPORTATION

In early days all transportation was necessarily by water. The packet system was established about 1800, as being the only means of conveyance of freight and passengers between Wellfleet and Boston.

After the close of the fishing season, which was about the first of November, a company of men would take a vessel and go to Boston to buy winter stores sufficient for their families until navigation was opened in the spring.

The first packet of record was the sloop *Mary*, 24 tons, built at Barnstable previous to 1812, followed by the sloop *Hannah*, built at Barnstable soon after the war of 1812 to 1815. The sloop *New Packet*, built in Newburyport in 1819, struck on Minot's Ledge and was lost. Four men were drowned. The packet sloop *Pacific* was built at Newburyport in 1820 to replace the one lost the previous year. A second sloop *Mary* of 38 tons was built at Newburyport later.

The requirements of the business demanding larger vessels, the schooner *Swiftsure* of 50 tons was built at Newburyport in 1826. The schooner *Herald* of 48 tons was also built there in 1830.

The schooner *Franklin* of 55 tons at the same place was followed by the schooner *Merchant* of 57 tons and the *Tremont* 63 tons built in 1835.

The schooner *Golden Age*, 75 tons, built in New Haven, Conn., was followed by the *Sophie Wiley*, 69 tons, built at Dartmouth, Mass. The schooner *Lilla Rich*, 112 tons, was built at New Haven, Conn., followed by the *Nellie Baker*,

126 tons, then the largest packet on the New England coast. The Nellie Baker was sold and afterwards lost on the Texan coast of the Gulf of Mexico.

The Freddie A. Higgins, 100 tons, built at Kennebunk, Me., in 1882, was last heard of as a "famous sailer" owned in St. Andrews, N. B., and engaged in the coasting trade to U. S. ports.

The diminished business, by reason of railroad extension, requiring only a smaller vessel, the schooner J. H. Tripp, of 24 tons, was bought in Chatham and run as a packet for ten years, then sold to Provincetown, thus closing a continuous and successful public service of nearly one hundred years.

RAILROADS

The first railroad came to Wellfleet in 1870, and was extended to Provincetown in 1873. Previous to that all connection with Boston by land was by stage to the various points to which from Boston the road was gradually extended, being brought first to Middleboro, then to Sandwich, to Yarmouth, and later to Orleans from which place it was extended to this town.

The old stages were unique affairs, painted gayly in yellow and red, upholstered with leather and drawn by four prancing horses. These stages accommodated nine passengers inside and six or eight on top, and their daily arrival was an event looked forward to by young and old.

The stable built to accommodate the stage line, when Yarmouth was its terminus, was removed to Orleans and again to Wellfleet, and after its discontinuance for that purpose was sold by Samuel Knowles to Capt. George Baker and the premises used as a lumber yard.

MAILS

The first mail service that includes Wellfleet was established about 1801. For many years this was only once a week. Soon after 1820, on petition, the lower towns of the Cape received mail semi-weekly. It is recorded that at this time many refused to sign the petition on the ground of expense and because once a week was often enough.

Ten years later mail was received three times a week, and daily about 1846. From this to a double service daily on the advent of the steam cars was a notable change.

Samuel Thatcher of Barnstable was the first mail contractor so far as is now known. Mr. Thatcher's mail was carried in saddle bags holding about a peck.

It was considered a matter of distinction to have a letter in the mail. In winter the mail carrier used to carry on one side of his horse a saw, and on the other side a small axe, to clear away obstructions when snowstorms compelled him to cross the fields.

INDIANS AND NEGROES

While the evidence in the shape of shell heaps indicates a numerous Indian population in the dim past, the census of 1765 mentions only five in Wellfleet. In 1802 it was voted to repair the Indian's house in the north part of the town, and make it comfortable. The reservation was on the Pamet Point road and the spot where the house stood can be seen as a small clearing. The property reverted to the town and is known as the Indian lands.

There was a negro family of unknown origin. The town record says that Samuel Gibbs was born October 6, 1770, and died August 9, 1823. His widow, Patience, died November 2, 1828.

They lived in the clearing between the Herring and Higgins ponds. Patience Brook, that connects the ponds, probably derives its name from this fact.

The son, Samuel Gibbs, Jr., married Delilah Sampson, the full-blooded Indian referred to, who was the last of her race in this vicinity. An old man, who as a boy lived near by, said, that on the occasion of his invasion of the old lady's orchard with the intent to steal peaches, she developed a fine gift of profane declamation.

Gibbs is said to have been something of a fiddler, knew eight tunes, but could only play four, one of which had a vocal accompaniment beginning:

“Ring tailed shark in the bay,
Loon in the Gull Pond.”

An old man who as a youth participated in the festivi-

ties said that when the young people gathered at the old man's house for a frolic, the charge was 25 cents, but when they carried rum and had a regular "singe" it was 50 cents.

The only other family in Wellfleet were of the name of Pope and lived on Bound Brook Island. Mr. Pope had been a steward of high degree in first-class ships of his time. His wife was a Southern negro. Their son Charles, born in Wellfleet, was last heard of in Baltimore.

LATER EVENTS

Since the decline of some of the earlier industries of the town, the population, which reached its height in 1850, has materially lessened.

The exodus of city people to the country and seashore during the summer season which has greatly increased in recent years has benefited Wellfleet as well as other Cape towns.

As houses on the outskirts of the town were vacated by reason of removals to the village or to other towns, the residences have been purchased or hired by city people, who enjoy sea breezes and summer rest. Many cottages near the shore, the beaches or ponds, have been erected.

In the summer months the population of our town is nearly doubled by these sojourners, who, having come one year, are almost sure to repeat the experience.

CAMP CHEQUESSET

In 1914, a Nautical Camp for Girls, known as Camp Chequesset, was established by Miss Aliee Hamilton Belding of the Randolph-Macon Woman's College in Virginia, and Mr. William Gould Vinal of the Rhode Island College of Education.

This is attended yearly by a large number of girls from all parts of the country, who enjoy the sea breezes, the warm waters of the bay, the out of door life, and pleasures of nature, woods, sea, and air, as well as an education in arts, crafts, and all nautical instruction.

The speakers at the Camp are often celebrated lecturers, and the lectures are open to the public.

Entertainments are often given by the Camp girls for the benefit of local and other worthy purposes.

The National Association of Directors of Girls' Camps held their first Nature Lore School at this Camp in June of this year (1920).

NATURAL ATTRACTIONS

The natural attractions of Wellfleet are many. The ponds are numerous and in most of them fish abound. The bay is always delightful and with a smooth, clean, sandy beach, affords the best bathing in the world. The waves, or breakers, on the back or ocean side are majestic in a storm, and at all times beautiful.

Gross Hill, so called from a notable family of ten sisters who once dwelt there, affords a view extensive and always charming.

The roads through the Cape as far as Wellfleet are good and from here to Provincetown, soon will be in excellent condition.

CAPE COD

“Cape Cod! ’tis a tiny, shapeless thing,
A sandy crook on the shore
Of the old Bay State, where sea-birds wing,
And the red man ranged of yore.

’Tis a section small on history’s page;
’Tis a crooked mark on the map;
But it braves the Atlantic’s fiercest rage
And holds the bay in its lap.

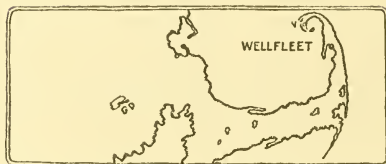
It has sand hills on its northern strand,
Bleak, verdureless and wild,
Which makes the sailor nearing land
In a storm like a frightened child.

It has hills and dales with verdure crowned,
It has tiny lakes that lie
With pure white sand embosomed round,
Where the wavelets gently ply.

It has numerous pools and fish ponds neat,
Where the red man’s winter store
Was kept from frost secure and sweet
In the simple days of yore.

But, fruitless as its soil may be,
And barren as its sands,
Its noble sons sail every sea
And traffic in all lands.

Its daughters fair and virtuous, too,
Their sea-girt homes adorn;
Their hearts, as the needle, pointing true
Wherever they may roam."



RECORDS

Record of Wellfleet residents who have died since 1887, being more than 90 years old:

Mrs. Drusilla Laha, died August 9, 1887, aged 99 years, 11 months.

Mrs. Susanna C. Nicholson, died February 7, 1889, aged 96 years, 4 months, 5 days.

Isaiah H. Hatch, died June 4, 1893, aged 94 years, 6 months.

Mrs. Matilda Wiley, died February 4, 1894, aged 90 years, 6 months.

Mrs. Betsey Rich, died October 1, 1895, aged 90 years, 8 months, 1 day.

Joshua Atwood, died January 26, 1899, aged 98 years, 3 months, 28 days.

Mrs. Azuba M. Daniels, died May 30, 1899, aged 94 years, 4 months, 12 days.

Mrs. Betsey Dyer, died March 18, 1901, aged 95 years, 7 days.

Mrs. Anne Hopkins, died February 17, 1903, aged 96 years, 12 days.

Mrs. Polly C. Snow, died September 7, 1905, aged 93 years, 19 days.

Mrs. Rebecca H. Freeman, died March 14, 1906, aged 92 years, 4 days.

Mrs. Phebe Rich, died February 22, 1911, aged 93 years, 11 months, 22 days.

Robert H. Libby, died October 10, 1911, aged 95 years, 9 months, 10 days.

Murdoek Berrio, died May 22, 1913, aged 95 years, 13 days.

Mrs. Emeline Belcher, died January 22, 1915, aged 90 years, 3 months, 7 days.

Mrs. Betsey Higgins, died February 13, 1919, aged 92 years, 4 months, 23 days.

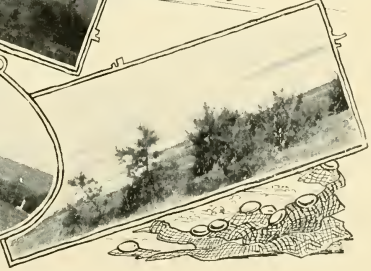
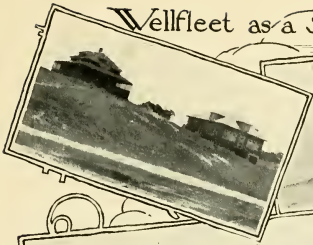
Michael Burrows, died June 27, 1919, aged 92 years, 10 months.

James M. Mott, died March 31, 1920, aged 96 years, 5 months, 15 days.

These are recorded as remarkable cases of longevity.

“Of no distemper, of no blast they died,
But like the autumn fruit that mellowed long
* * * * *
Until at length worn out by eating time,
The wheels of weary life at last stood still.”

Wellfleet as a Summer Resort





The Old Towne Pump

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